

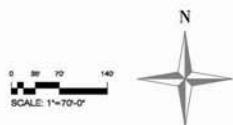
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family), although little support currently exists for adding multi-family housing to the southwest corner of the shopping center property. Instead, people support maintaining the greenspace along the Lynhurst Drive edge. The plan adds green spaces (town squares), as shown in Figure 3-18, and highlights the Transit Superstop and the renovation of the existing structures.

Again, ultimately the goal is for the site to develop as envisioned in the H.E. Holmes LCI Study concept plan shown in Figure 3-17. Phases 1 and 2 described above provide a look at the first two steps needed to reach that. The LCI study envisioned adding 70,500 square feet of retail over the between 2012 and 2017 as well as 140 multi-family residential units.



LYNHURST NODE			
Total Site Acreage	28		
Total Commercial ft²	176545	Total Commercial Units	N/A
Total Residential ft²	84196	Total Residential Units	114
Total Parking ft²	230199	Total Parking Units	768
Total Green Space ft²	80669		

Figure 3-15: Segment 1B - Development at Lynhurst Activity Node (Phase 1)



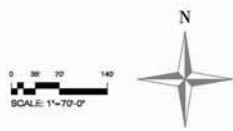
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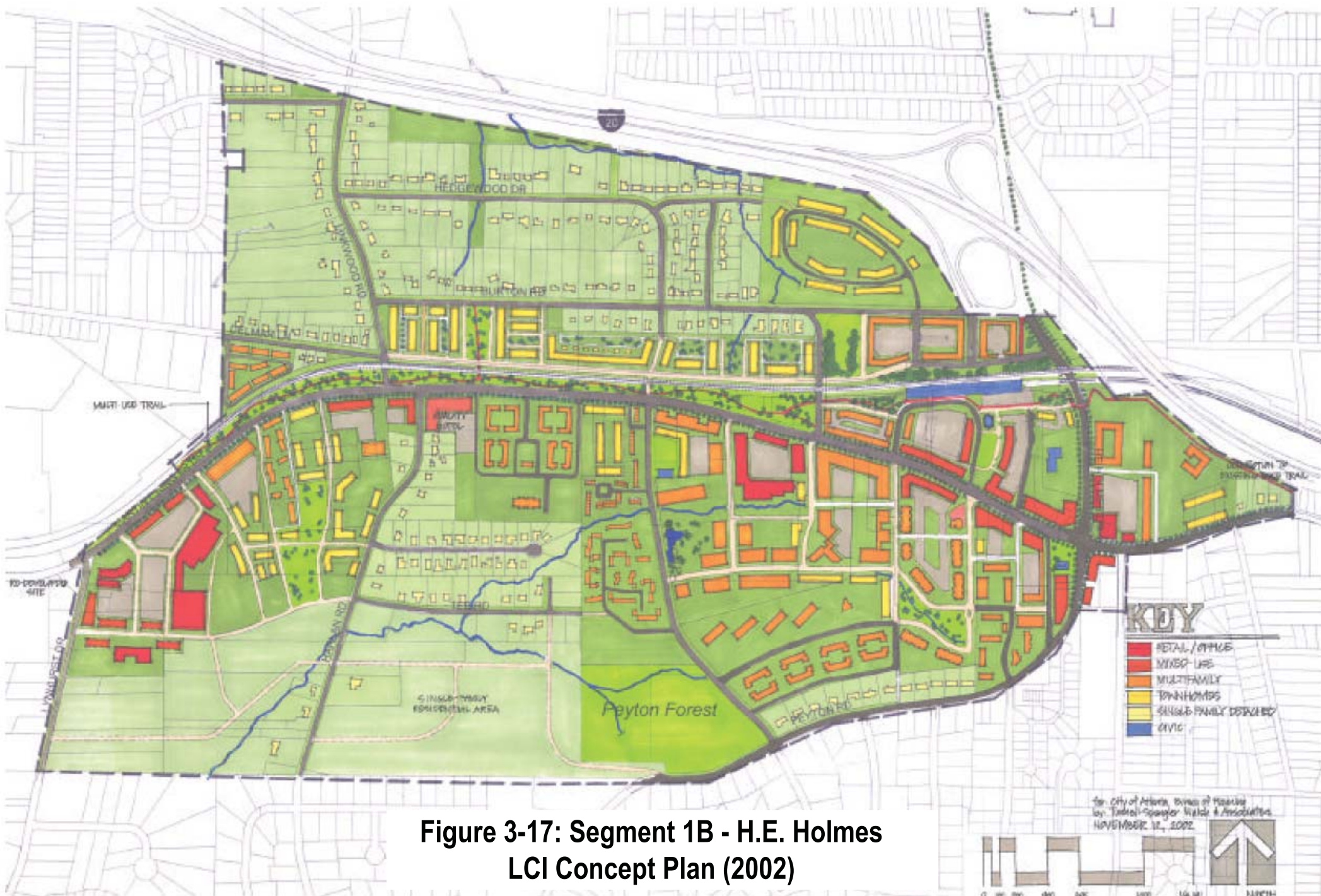
Figure 3-16: Segment 1B - Development at Lynhurst Activity Node (Phase 2)



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**Figure 3-17: Segment 1B - H.E. Holmes
LCI Concept Plan (2002)**







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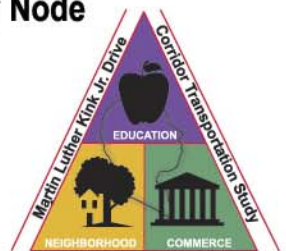




Figure 3-18: Segment 1B - Potential Greenspace at Lynhurst Activity Node

-  Proposed Greenway
-  Proposed Greenspace
-  Building Footprint (2004)
-  Railroad
-  Proposed Pedestrian Bridge
-  Parcel

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MLK Jr. Drive at Holmes Crossing Activity Node

- Strengthens community/retail edge along corridor
- Supports existing fabric of community, retail and residential elements
- Provides greenspace for different users
- Provides parking within additional areas of asphalt along corridor edge
- Maximizes underutilized existing land

This activity node is located just west of the H. E. Holmes MARTA Station, roughly between Cox Drive and Peyton Place. Shown in Figures 3-20 and 3-21, the node will be seen as an extension of the land use planning direction for MARTA station node. This proposed medium density mixed-use development would be located on both the north and south sides of MLK. One of the major elements of this proposed node would be the triangular shaped green space/park, thus this green 'wedge' becoming the western most point of the H. E. Holmes MARTA station and a center piece of this activity node.

Directly across the street, on the south side of MLK is an existing shopping center that is proposed to remain as is (both the site (parking lot) and building) for the immediate future. One of the primary objectives for this node is to strengthen the street edge and enhance the pedestrian experience. Except for the proposed green space/park edge of the existing shopping center edge, the nodal area has been enhanced with buildings that address the street edge with commercial/retail and the (sometimes both one and two levels) with residential above.

The parking for the commercial/retail elements and the residential will be that of two-level structures, "hidden" from the street, with green spaces/gardens atop. The proposed medium density mixed use land plan would also take a look at creating additional multi-family residential structures with minimal demolition of existing residential structures, but instead making use of underutilized and or variant sizes. The maps on the following pages provide a graphical representation of the recommendations for the Holmes Crossing Activity Node. Figure 3-19 shows the recommendations for the first two floors and Figure 3-20 shows recommendations for the second two floors. Figure 3-21 specifically displays the proposed greenspace.

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H. E. HOLMES NODE			
Total Site Acreage	27		
Total Commercial ft ²	335316	Total Commercial Units	N/A
Total Residential ft ²	438062	Total Residential Units	582
Total Parking ft ²	444365	Total Parking Units	1479
Total Green Space ft ²	473523		

Figure 3-19: Segment 1B - Development at Holmes Crossing Activity Node (Floors 1-2)



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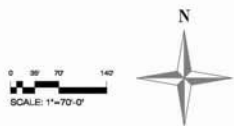




KEY POINTS

1. Helps to strengthen community / retail edge along MLK.
2. Builds into the existing fabric of both the community / retail and residential elements.
3. Provides additional green for a number of different users.
4. Provides ample parking within additional areas of asphalt along the MLK edge.
5. Maximizes underutilized existing.

Figure 3-20: Segment 1B - Development at Holmes Crossing Activity Node (Floors 3-4)



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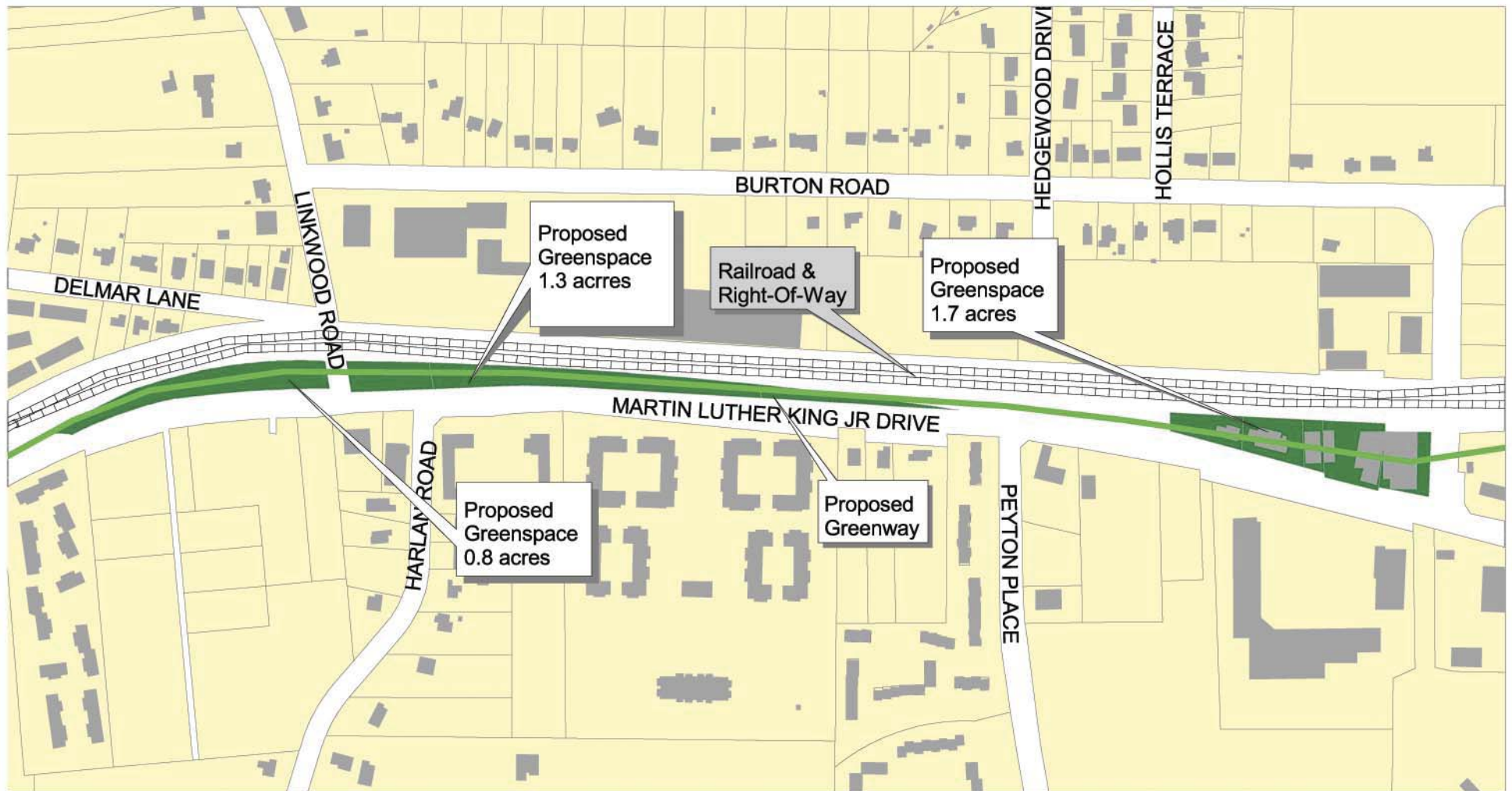


Figure 3-21: Segment 1B - Potential Greenspace with Greenway (Peyton Place to Harlan Road)





MLK Jr. Drive at Lynhurst Activity Node

- Phased development – with Phase 1 bringing additional residential development to help support proposed and existing commercial/retail
- Phase 2 would create a Town Center approach with Live/Work/Play elements
- Final phase outlined in the H.E. Holmes LCI Study Concept Plan
- Additional green space with minimal disturbance to existing parking
- Proposed improvements connect existing development on the north side of the corridor to the activity node
- Improve property between MLK Jr. Drive and the railroad right of way and create park space that will include the multi-use path connecting Holmes MARTA station to Adamsville Recreation Center
- Proposed renovations to the existing shopping center

The activity node at the intersection of MLK Jr. Drive and Lynhurst Drive centers on the existing West Ridge Shopping Center with more than 170,000 square feet of retail space. The effort was to bring about change and development that would respond to and respect some of the cares and concerns of the existing owner, while also imagining the future redevelopment potential for the entire site. The recommendations focus on bringing in medium density of a mixed-use nature to the site. Adding residents will provide new customers for the existing and future businesses located in West Ridge. The phasing outlined in the diagrams move toward a design direction that would celebrate the existing as much as possible while still bringing more users (more rooftops) to the site. The H.E. Holmes LCI Study outlined the long-term redevelopment goal of the site in the study's concept plan, shown in Figure 3-17.

The owner's concerns included a potential loss or relocation of parking, visibility/exposure from automobile traffic on MLK Jr. Drive and economical – using the existing structures as much as possible. The first phase, shown in Figure 3-15 of recommendations focused on three concerns:

- a. Address the unsightly/unkept nature of the property on the north side of MLK, across the street from the West Ridge Shopping Center MLK Jr. Drive by converting the linear lot into a manicured green space/park with a cultural building/element at its western most end – just slightly off axis with the Lynhurst Drive/MLK Jr. Drive intersection. The green space would include a series of bridges/pedestrian connectors that would allow residents in the multi-family residential communities on the north side of MLK Jr. Drive and the railroad a safe method of crossing the railroad and thus a better opportunity to access the plaza, a place to meet their needs for goods and services (in addition to the bus super stop outlined in the transportation section).
- b. The second element of Phase 1 strengthens the existing land use pattern along Lynhurst Drive, south of MLK Jr. Drive, within the plaza – along its western most edge and also strengthens the existing residential edge along MLK Jr. Drive just west of Lynhurst Drive.
- c. Adds Transit Superstop (described in detail in transportation section)

Phase 2 focuses on intensification of West Ridge and is shown in Figure 3-16. With respect to its size, location and amount of underutilized area (central surface parking lots) West Ridge has the potential of becoming a mixed-use town center. Phase II adds more residential elements (multi-

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